STAT

CLASSIFICATION RESTRICTED SECURITY INFORMATION OF A RESTRICTED

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION FROM FOREIGN DOCUMENTS OR RADIO BROADCASTS

CD NO.

COUNTRY

USSR

DATE OF

SUBJECT

Economic - Petroleum Transportation - Rail, water INFORMATION

1913 - 1940

HOW

DATE DIST. 27 Feb 1952

PUBLISHED

WHERE **PUBLISHED**

Moscow

NO. OF PAGES

DATE

1941

SUPPLEMENT TO

PUBLISHED LANGUAGE

Russian

REPORT NO.

THIS IS UNEVALUATED INFORMATION

SOURCE

Organizatsiya Ferevozok Nalivnykh Gruzov na Zheleznodorozhnom Transporte (Hauling Liquid Freight by Railroad Transport) Gostranszheldorizdat, Mescow, 1941.

HAULING PETROLEUM ON SOVIET RAILROADS AND WATERWAYS

WATER TRANSFORT

As_most of the petroleum extracting and refining bases of the USSR are located fas of 19417 in Baku, water transport is one of the principal carriers of petroleum. The main water routes for hauling this freight are:

Baku - Kraspovodsk. Petroleum products destined for Central Asia and the East follow this route. They go to Krasnovodsk by Later and then by rail to the final destination.

Baku - Makhach-kala. Petroleum products are shipped from Baku to Makhachkala by water, relieving the railreads of a 350-kilometer haul. From there, railroads carry them to the central regions of the USSP and pipelines are used to carry them to other consumers.

Baku - Astrakhan' and along the Yolga. The main flow of petroleum products follows this route to petroleum refineries and transshipping points. In 1937, 6.1 million tons of petroleum were shipped along this route. Of this amount, 73.8 percent was transferred to railroad for shipping to the Volga region, the Urals, and Siberia, and the remaining 26.2 percent was shipped directly to ports along the Volga where it was transshipped directly to consumers.

Batumi - Odessa. Petroleum products destined for southwestern regions of the USSR follow this route.

In the USSR, river tankers have a freight-carrying capacity of 750-800 tons, while barges carry from 1,000 to 10,000 tons. Maritime tankers have a capacity of 9,000-10,000 tons.

STAT

- 1 -

RESTRICTED

			CLA	SSIFICATION	NC	1000111101					
STATE	X	NAVY	X	NSRB		DISTRIB	UTION			·	
ARMY	X	AIR	\Box	FBI				L,			

Declassified in Part - Sanitized Copy Approved for Release 2011/10/31: CIA-RDP80-00809A000700040596-5



RESTRICTED

RESTRICTED



STAT

RAILROAD TRANSPORT

The main freight flow of petroleum, which constitutes about 5 percent of the freight turnover on USSR railroads, originates in Baku, Groznyy, and in water-rail transshipping points such as Odessa, Krasnovodsk, Makhachkala, Stalingrad, and Saratov.

Efficient operation and location of loading and unloading stations are very important in the raticual utilization of railroads for hauling petroleum. In 1939, there were 2,810 stations shipping petroleum freight in the USSR. Of them, more than 2 million tons a year. In the same year, 4,478 stations unloaded petroleum.

Locating petroleum refineries near the oil wells or at water shipping bases considerably lightens the load of the railroads. The construction of petroleum refineries in such places relieved the railroads of hauling 12.5 million tons of crude petroleum in 1937 thus decreasing hauling requirements 4.7 billion ton-kilometers a year.

Soviet plants started to turn out four-axle, 50-cubic-meter tank cars after 1917, and, no small-capacity (12, 14, 11, or 16 ton) cars are now being produced. At present, 250 different types of tank cars are being made. Of these types, the four-axle tank car of the Plant imeni Marti (type 4) is most suitable for Soviet railroad transport.

Nine tables giving data on retroleum hauling between 1913 and 1940 follow.

Table 1. Relative Importance of Different Types of Transport for Hauling Petroleum (in percent of total)

Year	Water <u>Transport</u>	Railroad Transport	Pipeline	Total
1913 1930 1932 1937	63.3 45.2 44.2 43.1	34.5 h2.1 h3.0 h2.4	2.2 2.4 12.8 14.5	100 100 100

Table 2. Relative Importance of Petroleum Hauling on Soviet Railroads (in percent of total freight hauled)

1913	4.4
1928	5.6
1939	5.4
1940 (11 months)	= 1

Table 3. Relative Importance of Petroleum Hauling on Soviet Waterways (in percent of total freight hauled)

1928	26.:
1932	15.
1937	12.4

- 2 -

RESTRICTED

RESTRICTER

STAT

RESTRICTED

RESTRICTED

Table 4. Average Length of Haul of Petroleum on USSR Railroads (in kilometers)

1913 601 1928 728 1938 1,263 1939 1,178 1940 1,228

Table 5. Average Length of Haul of Petroleum on Soviet Waterways (in kilometers)

 1913
 867

 1932
 534

 1937
 494

Table 6. Hauling Petroleum by Railroad From Various Regions

	1915		1932		1	1937	
Regions	M11- lion Tons	Per- cent	Mil- lion Tons	Per- cent	Mil- lion Tons	Per-	
Central regions	1.0	31.1	1.3	7.7	1.0	4.0	
Regions of North Caucasus	1.2	20.8	7.3	42.9	8.7	35.5	
Regions of Lower Volga and Volga- Vyatka	1.5	25.8	2.4	14.1	3.4	13.8	
Ural regions	0.1	1.7	0.4	2.4	1.5	6.0	
Far East			0.1	0.6	0.4	1.6	
Ukrainian SSR	0.1	1.7	1.3	7.6	3.8	15.3	
Transcaucasus republics	1.0	17.2	3.0	17.6	5. 8	15.3	
Central Asian republics	0.1	1.7	1.2	7.1	2.1	8.5	
Total	5.8 1	00	17.0	100	24.7	100	

- 3 -

RESTRICTED

HESTRICTER



Declassified in Part - Sanitized Copy Approved for Release 2011/10/31: CIA-RDP80-00809A000700040596-5

Table 7. Interregional Hauling of Petr'leum Products by Railroad in 1937 (in million tons)

Shinning .	(In million cond)									
Shipping Regions (Railroad)	Regions of Destination									
	Northwest	Central	Volga-Vya+ka	Lower 'olga	Urals	West Siberia	East Siberia	Far East	Ukraine	
Transcaucasus Railroad System imeni L. P. Beriya	0.1	0.2		0.1					0.4	
Ordzhonikidze and ımeni Vo- roshilov rail- road systems	0.3	1.4	0.3	C.5	0.3	0.1	0.1	0.1	0.2	
Central Asia			0.1					0.3		
Lower Volga	0.1	0.7	0.3		0.7	0.4	0.1	0.1		
Upper Volga		0.1								
Urals						0.1				
Southwest (Odessa)	0.8	0.5			 .					
Donbass	0.1	0.2	0.1							

RESTRICTED

STAT

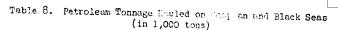


Γ

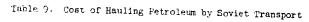
STAT

RESTRICTED

RESTRICTED



Year	Caspian Sea	Black Sea
1931 1932 1933 1934 1935 1936 1937	7,513 8,514 6,233 11,744 12,711 12,771	1,076 1,314 1,457 2,264 2,834 3,425 3,635
1938	15,200	4.700



	Operat Expens		Capita Invest		Metal Consumption		
Petroleum Product and Type of Transport Heavy Fetroleum	Kope∖s yar Tor-Km	Index	Kopeks per Ton-Km	Index	Kopeks per Ton-Km	Index	
River transport Pipeline Railroad Light Petroleum	0.1380 630 0	100 290 605	1.708 4.650 3.000	100 271 17h	8.61 39.50 55.70	100 445 643	
River transport Pipeline Railroad	0.2185 0.3050 0.870	100 143 393	3.156 3.000 3.000		29.74 36.30 55.70	100 127 194	
River transport Fipoline Railroad	0.5106 0.3010 0.3729	100 9° 317	3 JAC3 3 J920 3 J300	100 110 95.5	9.61 36.70 57.00	100 124 193	

- E N D -

- 5 -RESTRICTED

TESTRICTED

Declassified in Part - Sanitized Copy Approved for Release 2011/10/31 : CIA-RDP80-00809A000700040596-5